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INCOMING TELEGRAM *Department of State*

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USIA

LIMITED OFFICIAL USE SECTION 1 OF 3 CANBERRA 505

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AUGUST 1

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VERBATIM TRANSCRIPT FROM TELECAST JULY 27, 1966 BY SYDNEY TV CHANNEL ATN-7. PROGRAM TITLED "SEVEN DAYS" IS WEEKLY PUBLIC AFFAIRS-TYPE PROGRAM. PETER WESTERWAY PROGRAM PRODUCER INTERVIEWING MR. CHARLES BARTOS WHO CLAIMS TO HAVE BEEN CIA CONTRACT PILOT IN VIETNAM. TAPE BEING FORWARDED UNDER SEPARATE COVER.

WESTERWAY: IN LAST WEEK'S "SEVEN DAYS" WE HELD UP AN INTERVIEW WITH AMERICAN PILOT CHARLES OR CHUCK BARTOS, YOU WILL REMEMBER THAT HE'S THE AMERICAN WHO CLAIMS THAT HE FLEW LIGHT AIRCRAFT IN VIETNAM FOR THE AMERICAN CENTRAL INTELLIGENCE AGENCY - THE CIA IN THE INTERVIEW HE MAKES SOME STARTLING ALLEGATIONS ABOUT

THE CIA'S ACTIVITIES. AND WE HELD UP THE SHOWING UNTIL WE COULD FOLLOW THE SUGGESTIONS MADE BY THE US EMBASSY IN CANBERRA AND CHECK HIM OUT WITH THE CIA IN SAIGON AND WASHINGTON. THE SITUATION NOW IS THIS: FIRSTLY, BARTOS HAS PRODUCED A NUMBER OF DOCUMENTS PROVING THAT HE WAS IN VIETNAM WHEN HE SAYS HE WAS...YOU'LL BE SEEING HIS PILOTS LICENCE, HIS AIRPORT PASSES AND SO ON, LATER. THIS IS HIS PASSPORT WHICH PROVES HIS CLAIMS TO HAVE FLOWN ALL OVER SOUTH AMERICA, IN THE CONGO, THAILAND AND SO ON, AND OF COURSE VIETNAM. THIS

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-2- SECTION 1 OF 2 CANBERRA 505, AUGUST 2

VISA FOR VIETNAM WAS ISSUED BY THE EMBASSY OF VIETNAM IN WASHINGTON ON AUGUST 10, 1963. THIS STAMP IS THAT OF THE AMERICAN EMBASSY IN SAIGON DATED JUNE 5, 1964. SO HE WAS THERE ALRIGHT AND HE WAS FLYING. SECONDLY, BARTOS CAN'T PROVE THAT THE FIRM HE WORKED FOR WAS RUN BY THE CIA. WE DO KNOW THAT THE CIA RUNS SUCH FRONT OPERATIONS - THERE'S PLENTY OF DOCUMENTATION IN THE BEST SELLING BOOK BY WISE AND ROSS - THE INVISIBLE GOVERNMENT...WE ALSO KNOW THAT AT LEAST ONE CIVIL AIR CHARTER FIRM IN VIETNAM - AIR AMERICA - IS WIDELY ACKNOWLEDGED TO BE RUN BY THE CIA FOR INSTANCE IN THE NEW YORK TIMES OF MAY 25 THIS YEAR.. SO BARTOS CAN'T PROVE HIS

STORY BUT IT IS CREDITIBLE. THIRDLY, NO-ONE HAS THROWN A SINGLE DOUBT ON HIS CLAIMS SINCE THEY WERE FIRST PUBLICISED SOME THREE WEEKS AGO. OUR ENQUIRIES IN CANBERRA, SAIGON, AND WASHINGTON PRODUCED NOTHING. TO QUOTE THE REPORT ON WASHINGTON FROM OUR MAN IN NEW YORK "TO CONFIRM MY CABLE SENT TO YOU" TODAY I HAVE CHECKED WITH THE CIA IN WASHINGTON CONCERNING THE ABOVE AND THEY CLAIM THEY HAVE NO KNOWLEDGE OF ANY SUCH INDIVIDUAL - YOU'LL HAVE TO JUDGE FOR YOURSELF WHETHER AN AMERICAN CITIZEN COULD FLY FOR 14 MONTHS IN VIETNAM AND THE CENTRAL INTELLIGENCE AGENCY QUOTE HAVE NO KNOWLEDGE OF ANY SUCH INDIVIDUAL". LASTLY AND I APOLOGISE FOR THE LONG INTRODUCTION - THE FACTS BARTOS RETELLS DON'T NECESSARILY LEAD TO THE CONCLUSIONS HE DRAWS, FOR INSTANCE IN OUR PASSAGE ABOUT THE VIETCONG'S MORALITY IN KILLING SOUTH VIETNAMESE LEADERS. NOW HERE'S CHUCK BARTOS AND OUR COMPLETE, UN CUT, INTERVIEW WITH HIM.

BARTOS: I WAS A PILOT OF AN AIRCRAFT THAT IS KNOWN AS SHORT TAKE OFF AND LANDING TYPE AIRCRAFT FLYING FOR THE CENTRAL INTELLIGENCE AGENCY IN THE DA NANG AREA OF SOUTH VIETNAM.

WESTERWAY: WHEN YOU SAY YOU WERE WORKING FOR THE CIA DO YOU

MEAN YOU WERE WORKING FOR THEM DIRECTLY OR FOR SOME ORGANIZATION IN WHICH THEY IN TURN RAN.

BARTOS. I WAS REALLY WORKING FOR THEM DIRECTLY BUT THEY HAD A SET-UP THAT WAS A COMPANY - A FRONT WHICH WAS CALLED THE VIETNAMESE AIR TRANSPORT AND THEY, - IN OTHER WORDS IT WAS AMERICAN MONEY THAT RUN THE OPERATION, THEY HAD A PRESIDENT

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-3- SECTION 1 OG 2 CANBERRA 505, AUGUST 2

THAT WAS AN AMERICAN THEY HAD A STAFF THAT CONSISTED OF TURKISH PILOTS AND MYSELF AT THE TIME. BEFORE ME THERE WERE ONLY TURKISH PILOTS - NO AMERICANS AND THERE WAS A NATIONAL CHINESE GROUP THAT WAS ENGAGED IN THE VERY CLANDESTINE TYPE OPERATIONS OVER NORTH VIETNAM DROPPING SABOTEURS AND FLYING 'CONTOURED' MISSIONS AND ALL SORTS OF THINGS OF THAT TYPE. THEY USED C-46 TYPE AIRCRAFT AND ALSO C-123 TYPE AIRPLANES, AMERICAN AIR FORCE TYPE WHICH WERE PAINTED A US NAVY GRAY - THEY WERE KNOWN AS THE 'GRAY GHOSTS'. EVERYBODY AT THE TAN SON NHUT AIRPORT KNEW THEM AS THE 'GRAY GHOSTS'. THEY HAVE ALL OF THE LATEST TYPE FIGHTER BOMBER EQUIPMENT AT DA NANG AIR BASE AND WHEN I WAS THERE THEY WERE LENGTHENING THE AIRFIELD ADDING TO IT - MAKING IT A JET BASE - THEY HAD VIETNAMESE WHO WERE WORKING THERE, AN AMERICAN CONSTRUCTION COMPANY DOING THE WORK AND I

KNEW EVERYBODY WITH THE CONSTRUCTION COMPANY. THEY HAD VIETNAMESE WOMEN WORKING ON THIS JET BASE - I ASKED THE CONSTRUCTION BOSS HOW MUCH DO YOU PAY THESE WOMEN AND HE SAID SEVEN CENTS AN HOUR AND THAT VERY MUCH SHOCKED ME BECAUSE I WAS VERY SURE THAT THE AMERICAN GOVERNMENT WAS PAYING ABOUT FIVE DOLLARS PER HOUR TO EVERYONE THAT WAS WORKING FOR THIS COMPANY SO THE REST OF THAT WAS ALL PROFIT AND I ASKED HIM WHY DID HE PAY THEM A LOW WAGE AND HE SAID - WELL THEY DID NOT WANT TO UPSET THE ECONOMY. NOW THIS WAS ONE OF THE IMPORTANT THINGS, THAT THE AMERICANS WERE EXTREMELY WELL PAID BUT THE VIETNAMESE WERE EXTREMELY POORLY PAID.

WESTERWAY: WHEN YOU SAY EXTREMELY WELL PAID WHAT WOULD AN AMERICAN GET?

BARTOS: WELL ANYWHERE FROM 1,000 DOLLARS A MONTH ON UP TO 1,500 -- 2,000 DOLLARS. THE AIR AMERICA PEOPLE WHO ARE CIA ALSO WAS SUPPOSEDLY OUR COMPETITION BUT THEY WERE NOT, THEY WERE ALSO BACKED BY THE CIA. A CAPTAIN THERE WOULD GET ANYWHERE FROM 2,500 DOLLARS A MONTH AMERICAN MONEY TO 4,000 DOLLARS A MONTH AND THEY HAD BEEN THERE FOR YEARS - SOME OF THESE PILOTS HAD FLOWN AT DIEN BIEN PHU WHEN THE FRENCH

WERE THERE AND FLYING FROM THE PHILIPPINES AND INTO DIEN BIEN PHU THEY WERE MAKING TREMENDOUS MONEY. ONE PILOT THAT I KNOW PUT DOWN 250,000 DOLLARS CASH AND BOUGHT A NIGHT CLUB IN BANGKOK. SO YOU CAN SEE THAT IT IS A VERY LUCRATIVE FIELD

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-4- SECTION 1 OF TWO CANBERRA 505, AUGUST 2

FOR AMERICANS...THEY REALLY MAKE MONEY, HOWEVER THE GROUND PERSONNEL ARE EITHER VIETNAMESE OR PHILIPPINO AND THEY DON'T PAY THEM NEARLY AS WELL -- THEY'RE POORLY PAID.

WESTERWAY: DO YOU HAVE ANY DOCUMENTARY EVIDENCE OF YOUR STAY IN VIETNAM?

BARTOS. OH YES I HAVE SEVERAL DOCUMENTS HERE -- UNFORTUNATELY I DID NOT BRING MY VIETNAMESE PILOTS' LICENCE. NOW THIS IS MY PASS TO THUAN CHAU AIRPORT. AS YOU SEE, MY PICTURE IS ON IT AND THAT I AM A PILOT AND THAT I BELONG TO THE VIETNAMESE AIR TRANSPORT COMPANY, AND THIS ONE IS PRINTED IN ENGLISH AND IN VIETNAMESE. IT IDENTIFIES ME AS A MEMBER OF THE US ADVISORY GROUP AND IT GIVES ME A PASS TO THE DA NANG AIRPORT BUT DA NANG IS WHERE I'VE DONE MOST OF MY FLYING.

WESTERWAY: GOOD, CHUCK. -- WELL NOW, YOU HAVE SAID YOU HAVE A NUMBER OF OBJECTIONS TO THE AMERICANS' ACTIVITIES IN VIETNAM - WHAT WOULD SOME OF THESE BE SPECIFICALLY?

BARTOS: WELL - I CARRIED AS PASSENGERS THE CIA PEOPLE -THE AMERICAN EMBASSY STAFF, THE CONSUL IN HUE, AMERICAN MILITARY PEOPLE AND SOUTH VIETNAMESE PEOPLE, - MILITARY, CIVILIANS, PROVINCE CHIEFS - THE WHOLE LOT. WHAT SHOCKED ME IS THAT WHEN THE HEAD CIA MAN SHOWED ME PICTURES OF VIETCONG LEADERS THAT WERE ASSASSINATED - THIS WAS PRINCIPALLY HIS JOB, - WAS TO SEND OUT KILLER TEAMS ALL OVER THE VARIOUS PROVINCES OF SOUTH VIETNAM WITH THE OBJECT OF KILLING THE LEADERSHIP - NOW WHEN THEY SUCCEEDED THEY HAD TO BRING BACK DOCUMENTARY EVIDENCE IN THE FORM OF PICTURES WHICH WERE PRETTY SICKENING TO LOOK AT - BLOOD ALL OVER THE PLACE AND MUTILATIONS AND THINGS LIKE THAT, AND THEY WERE PAID THE GRAND SOME OF 20 AMERICAN DOLLARS, AND THEY WERE GIVEN A FEW DAYS IN SAIGON AT NO EXPENSE TO THEM - "AT THE EXPENSE OF THE AMERICAN GOVERNMENT. WELL THIS SHOCKED ME COMPLETELY AND I TALKED AGAINST THIS ALL THE TIME BECAUSE IF BOTH SIDES ARE KILLING THE LEADERSHIP OF THE NATION THEN WHO IS GOING TO BE LEFT TO LEAD THE NATION? THIS IS TO ME AN EXTREMELY POOR POLICY.

CLARK

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